



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

The subject matter of the book is inclusive. The author begins with a discussion of labor unions and philanthropy, and devotes her final chapter to direct action. The eighteen intervening chapters are occupied first with discussions of specific organizations—the American Federation of Labor, the railroad brotherhoods, the Industrial Workers of the World, and the Women's Trade Union League. The following chapters are devoted to specific labor problems: The strike in its various phases, the union label, boycott, arbitration, limitation of output, and the like. The author also presents a chapter on scientific management, and one on labor in politics.

The book is written in a sympathetic rather than a critical spirit, and the reader has a vague feeling that, all things being considered, the book might have been made more authoritative in tone. Lacking a peculiar popular appeal, an effort should have been made to give a more scientific aspect to the work. A brief book on so large a subject may be scholarly or unscholarly, but it must be cogent and forceful. The author has sacrificed scholarship to brevity without gaining either cogency or force.

RUBINOW, I. M. *Was Marx Wrong?* Pp. 62. Price, 30 cents. New York: *The New York Call*, 444 Pearl St., 1914.

A searching pro-socialistic analysis of facts and figures which appeared in Simkhovitch's *Marxism vs. Socialism*. The similarity between Simkhovitch and Bernstein in plan and content is emphasized.

THOMPSON, SLASON, (Ed.) *The Railway Library, 1913*. Pp. 469. Price, 50 cents. Chicago: Bureau of Railway News and Statistics, 1914.

The fifth annual issue of the *Railway Library*, like the preceding issues, contains a compilation of articles on the subject of railway transportation and a concluding chapter presenting a mass of statistical information concerning American and foreign railways. The articles compiled this year consist in the main of notable addresses and papers prepared during 1913 by men who have come to represent the best thought of the country in the discussion of railway problems. The statistical chapter contains the most up-to-date information available in regard to railways, presented in the form of tables, interspersed with explanatory paragraphs. Mr. Thompson also devotes the text in a large measure to the presentation of arguments for an increase of freight rates on American railroads, and to criticisms of the present methods of railroad regulation.

REVIEWS

ASHLEY, WILLIAM J. *The Economic Organisation of England*. Pp. viii, 213. Price, 90 cents. New York: Longmans, Green and Company, 1914.

A series of eight lectures delivered in the Colonial Institute of Hamburg in 1912 makes up the contents of this volume. In these lectures Professor Ashley gives a concise and interesting history of the economic organization of England since the thirteenth century; showing the development of the agrarian system from the manor to the modern farm; describing the rise of foreign

trade; depicting the growth of manufacturing through the various stages of family system, gild system, domestic system and factory system; emphasizing throughout the gradual evolution of the modern capitalistic organization of industry, and tracing the changes which took place in the relation of labor to the other factors of production.

Although presenting a large subject within a very brief compass, Professor Ashley has accomplished his purpose with signal success. Each important feature of the economic history of England is treated in a clear and interesting manner, and a student desiring to secure a general notion of the entire field could find no work better suited to his needs than this one. Furthermore Professor Ashley has achieved in a most admirable manner the lecturer's ideal; he gives a comprehensive picture of the important and striking features of his subject and at the same time he instills in his audience a desire for further investigation and study by continuously calling attention to correlated topics of a subordinate nature, the details of which his lack of time does not permit him to consider. He keeps, as it were, to the main road of travel, but he points out innumerable alluring branch roads and by-ways which one feels irresistibly impelled some day to return to and explore.

An appendix gives a short list of the best books dealing with the various subjects treated in each of the lectures.

T. W. VAN METRE.

University of Pennsylvania.

BEARD, CHAS. A. and MARY RITTER. *American Citizenship*. Pp. xiii, 330. Price, \$1. New York: The Macmillan Company, 1914.

The authors have designed a civics book intended primarily for use in high schools. They make two notable departures from the generally accepted civics books. On the one hand, they insist that since "the vast majority of pupils in the high schools are girls," a civics book concerning itself with the problems of the entire community, should be so constructed that it deals with the civic problems of women as well as with the civic problems of men, and this entirely irrespective of the relation of women to the franchise. The second departure which the authors make involves an approach to the civics problem through the federal, rather than through the local, government. "The chief point usually made in favor of approaching through local government is that it is more concrete and simpler. We have come to the conclusion, on carefully weighing the matter, that this argument is largely illusory; that the concreteness and simplicity are more imaginary than real. The federal post office is as concrete as the town hall and the ways of Congress are not more mysterious than the devious methods of the town caucus which constitutes the 'invisible' local government." This argument carries with it a large measure of appeal.

The book is carefully divided into three parts—one dealing with human needs of the government, a second with the machinery of government—officers, elections and parties, and a third with the work of government. In places the book sounds somewhat too technical for high school purposes. Generally, however, it is well-written and admirably put together. This book, which